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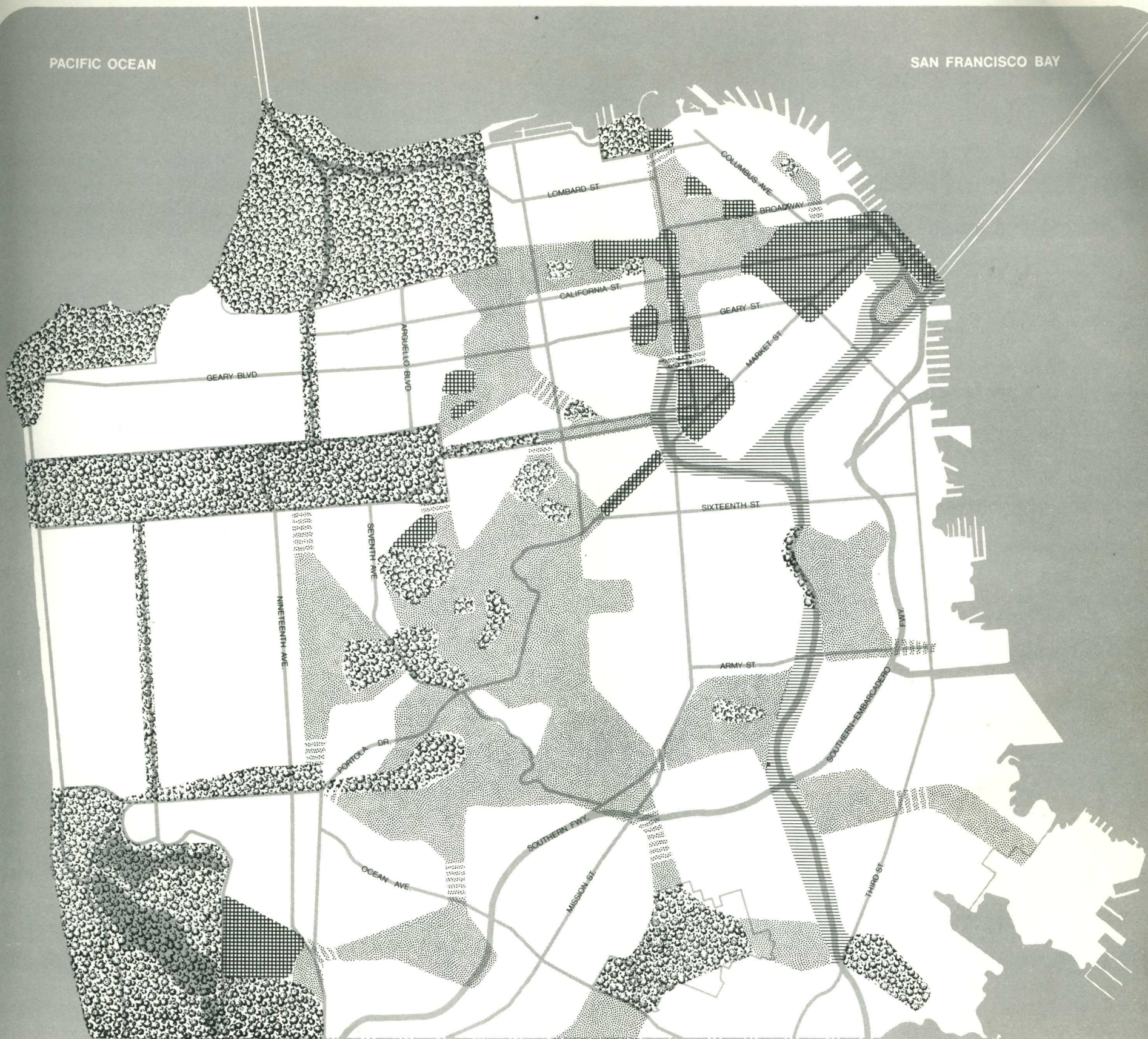
Preliminary Report No. 8

URBAN DESIGN PLANS

San Francisco Department of City Planning
October 1970

PACIFIC OCEAN

SAN FRANCISCO BAY



DEFINING ELEMENTS:



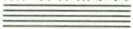
TREES AND VEGETATION



BUILDINGS



TOPOGRAPHY



ROADWAYS

WEAK LINK



CITYWIDE DESIGN FRAMEWORK



SAN FRANCISCO BAY



**AREAS OF
THE CITY
EXCEEDING
ACCEPTABLE
WALKING TIME
TO OPEN SPACE**

OPEN SPACE ACCESSIBILITY





SOCIAL INDICATORS OF OPEN SPACE NEED

CHILDREN: ESTIMATED 12 OR MORE ELEMENTARY SCHOOL CHILDREN PER BLOCK
 ELDERLY: 16-34 PERSONS AGE 65+ PER 100 POP. City Average: 13
 HIGHEST DENSITY: 120-179.9 PERSONS PER GROSS ACRE City Average: 24.6
 HIGH DENSITY: 60-119.9 PERSONS PER GROSS ACRE

Sources: Unified School District
 and U. S. Census 1960

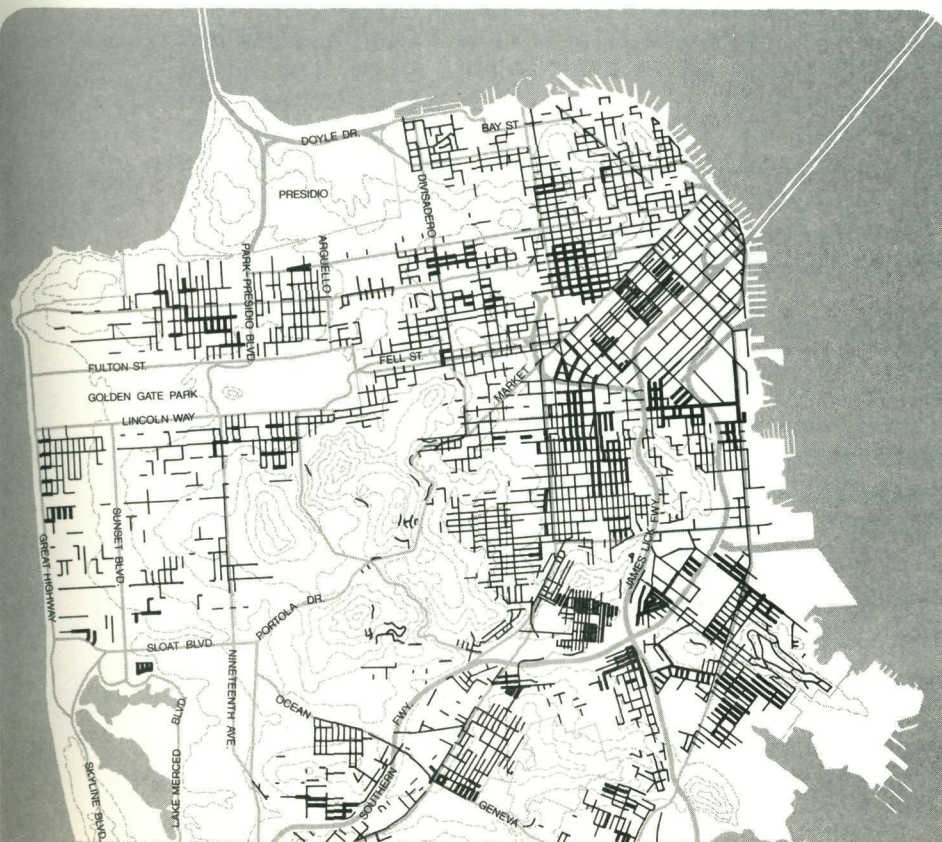


AREAS EXCEEDING ACCEPTABLE
 WALKING TIME TO OPEN SPACE
 PLUS HIGH CONCENTRATION OF CHILDREN
 PLUS HIGH CONCENTRATION OF ELDERLY
 PLUS HIGH POPULATION DENSITY

AREAS IN CRITICAL NEED OF OPEN SPACE*

*SOCIAL INDICATORS OF OPEN SPACE NEED COINCIDING WITH
 AREAS EXCEEDING ACCEPTABLE WALKING TIME

----- EXISTING OPEN SPACE INADEQUATE IN SERVICE AREA



DESIGN INDICATORS FOR IMPROVEMENT OF STREET AMENITIES

BELOW AVERAGE PRESENCE OF NATURE
 BELOW AVERAGE PRESENCE OF NATURE, QUALITY OF VIEW AND VISUAL INTEREST

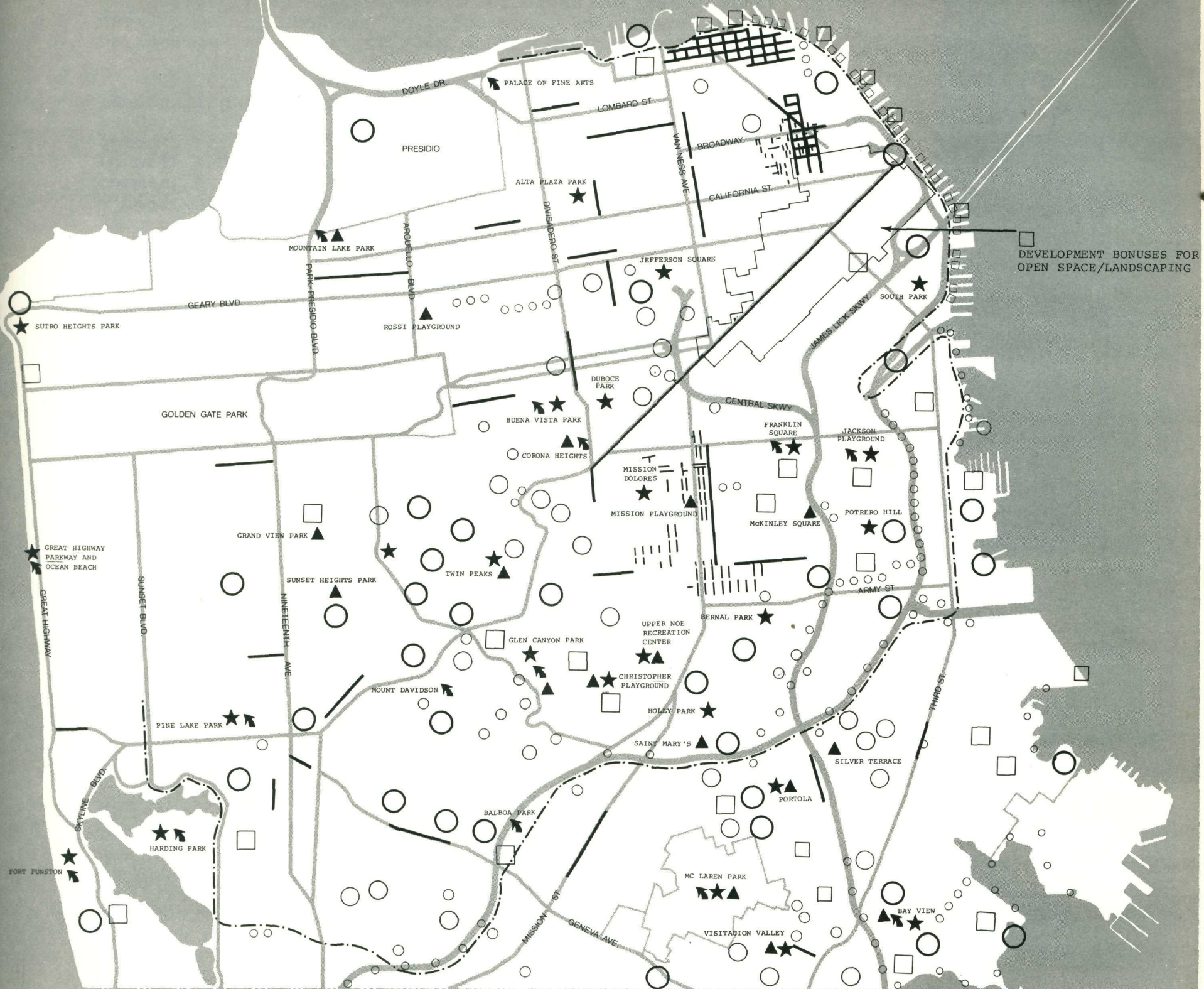


DESIGN INDICATORS FOR REINFORCEMENT OF CITYWIDE FRAMEWORK

EXISTING
 POTENTIAL
 CONCEPTUAL CITYWIDE DESIGN FRAMEWORK
 NATURAL OPEN SPACE DEFINING FRAMEWORK
 TREES AND VEGETATION DEFINING FRAMEWORK
 WHERE NEW OPEN SPACE/MASSIVE LANDSCAPING COULD REINFORCE FRAMEWORK

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DEVELOPMENT BONUSES FOR OPEN SPACE/LANDSCAPING

EXISTING OPEN SPACE AND STREET SPACE

- IMPROVE ACCESS/CIRCULATION TO PARK
- ★ IMPROVE PARK FACILITIES/ENVIRONMENT
- ▲ STRENGTHEN OVERALL VISIBILITY OF PARK
- INCREASE COMMERCIAL RECREATION QUALITY OF STREET
- - - ALLEYWAY MODIFICATION FOR LANDSCAPING

POTENTIAL NEW OPEN SPACE/LANDSCAPED AREAS

- SUITABLE VACANT OR UNDERUSED LAND *
- OPPORTUNITY IN POTENTIAL NEW DEVELOPMENT *
- - - PATHWAY

*SIZE OF SYMBOL IS RELATIVE TO SIZE OF THE POTENTIAL AREA.

OPPORTUNITIES FOR OPEN SPACE & LANDSCAPING



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ENHANCE COMMERCIAL-
RECREATION QUALITIES
IN CHINATOWN AND
FISHERMAN'S WHARF

SAN FRANCISCO BAY

DCP
RECOMMENDATIONS
FOR OPEN SPACE
1969

DCP
NORTHERN WATERFRONT
PLAN 1969

DCP
CLIFF HOUSE
BUTRO BATHS
ACQUISITION
STUDY 1967

DCP
FORTS REPORT
1968

PORT AUTHORITY
PRESENTLY
STUDYING POTENTIAL
PUBLIC ACCESS TO
WATERFRONT
OPEN SPACE IN
THIS AREA

DCP
POTRERO HILL
NEIGHBORHOOD
IMPROVEMENT
STUDY

DCP
WISCONSIN
ST. HOUSING
STUDY 1968

DCP
BERNAL HEIGHTS
NEIGHBORHOOD
IMPROVEMENT PROGRAM
1968

DCP
SOUTH BAYSHORE
STUDY 1969

MISSION DISTRICT
TRANSIT STATION
STUDY 1968

DCP
PROPOSED
INTERIOR
PARK BELT
1954

**PROVIDE NEW OPEN SPACE
IN DEFICIENT AREAS**

-  MOST CRITICALLY DEFICIENT AREAS
-  DEFICIENT AREAS

**IMPROVE EXISTING OPEN SPACE
FOR DEFICIENT AREAS**

- * IMPROVE ACCESS &/or
- * IMPROVE FACILITIES &/or
- * IMPROVE VISIBILITY AND INFORMATION

**IMPLEMENT EXISTING OPEN
SPACE PLANS**

-  LOCATION & SOURCE
-  PATHWAY

**ENHANCE COMERCIAL-
RECREATION QUALITIES**

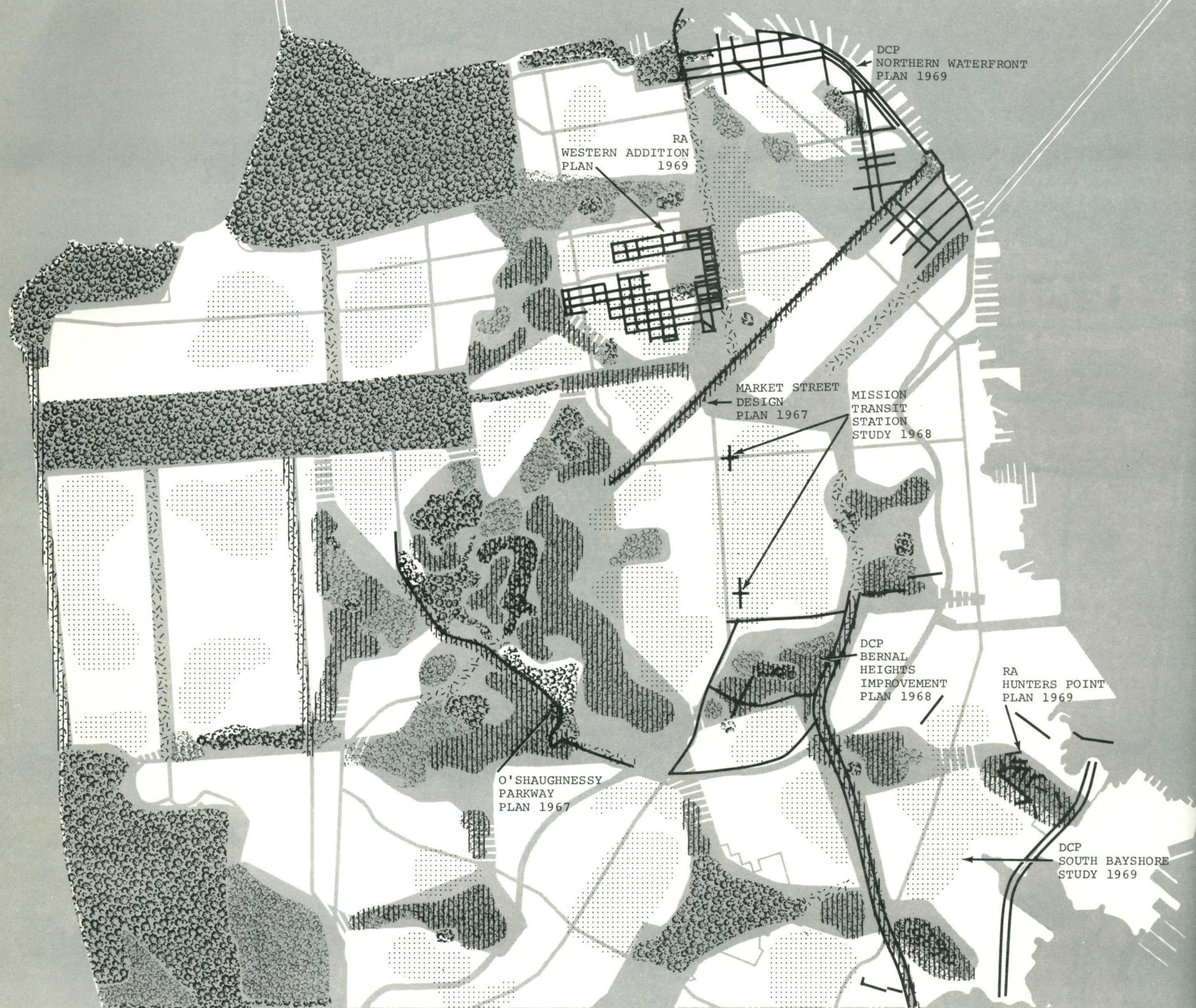
-  AREAS
RECOMMENDED

PROPOSED URBAN DESIGN GUIDELINES FOR OPEN SPACE



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STRENGTHEN DESIGN FRAMEWORK BY DISTINCTIVE OR LARGE SCALE LANDSCAPING

EXISTING	RECOMMENDED

PUBLICLY-OWNED NATURAL OPEN SPACE
DEVELOPED AREAS (along streets and on private property)
MAJOR ROADWAYS

CITYWIDE DESIGN FRAMEWORK

IMPROVE QUALITY OF ENVIRONMENT WITH STREET LANDSCAPING

AREAS RECOMMENDED

EXISTING LANDSCAPING PLANS

LOCATION AND SOURCE



PROPOSED URBAN DESIGN GUIDELINES FOR LANDSCAPING

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PRESIDIO

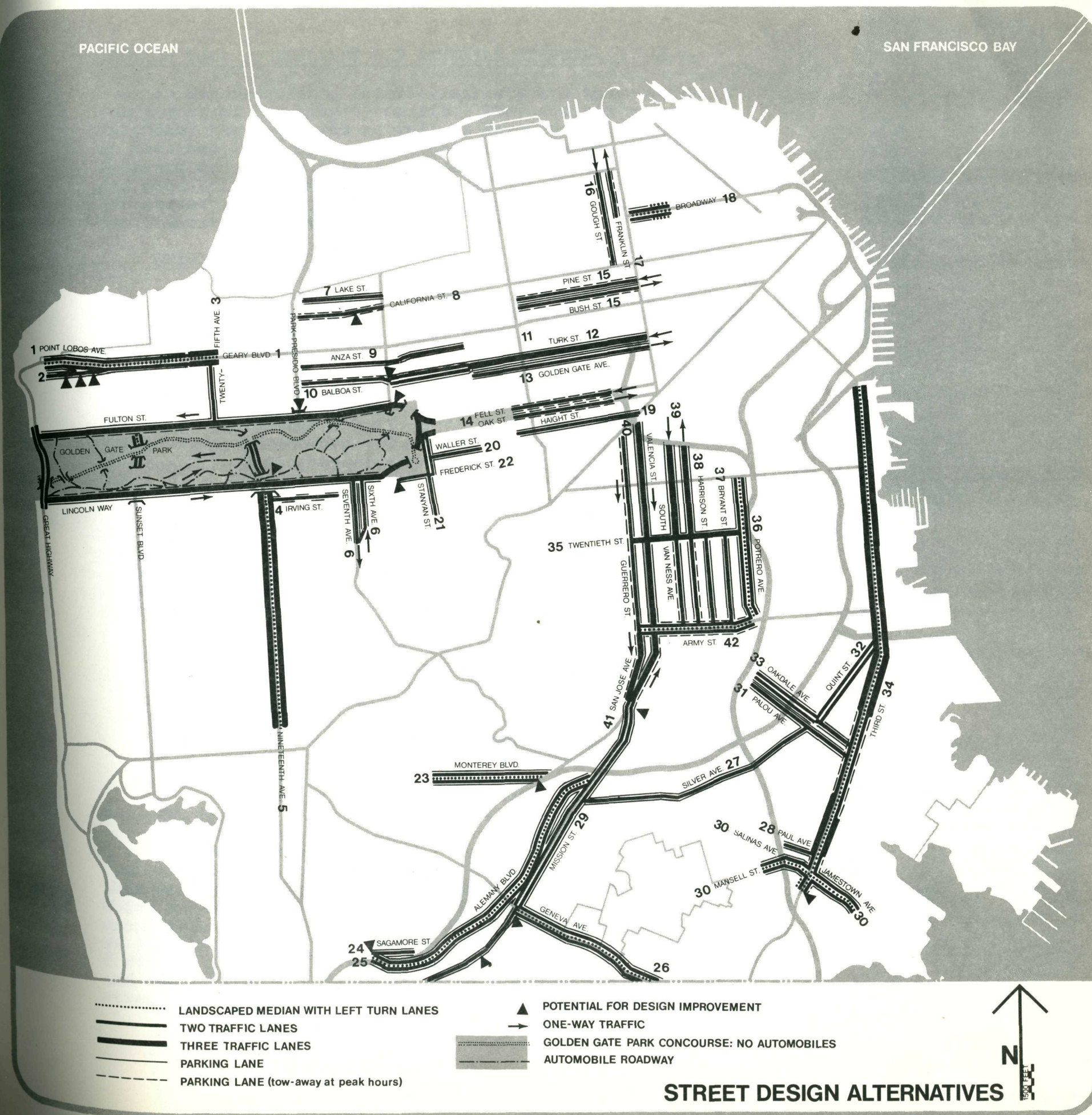
GOLDEN GATE PARK

PROPOSED PROTECTED RESIDENTIAL AREAS

DEFINED BY MAJOR & SECONDARY TRAFFICWAYS

- MAJOR THOROUGHFARE
SECONDARY THOROUGHFARE
MAJOR COLLECTOR STREET
COLLECTOR STREET
PROTECTED RESIDENTIAL AREA: MAXIMUM
OPPORTUNITY FOR STREET MODIFICATION
- ARTERIAL STREETS



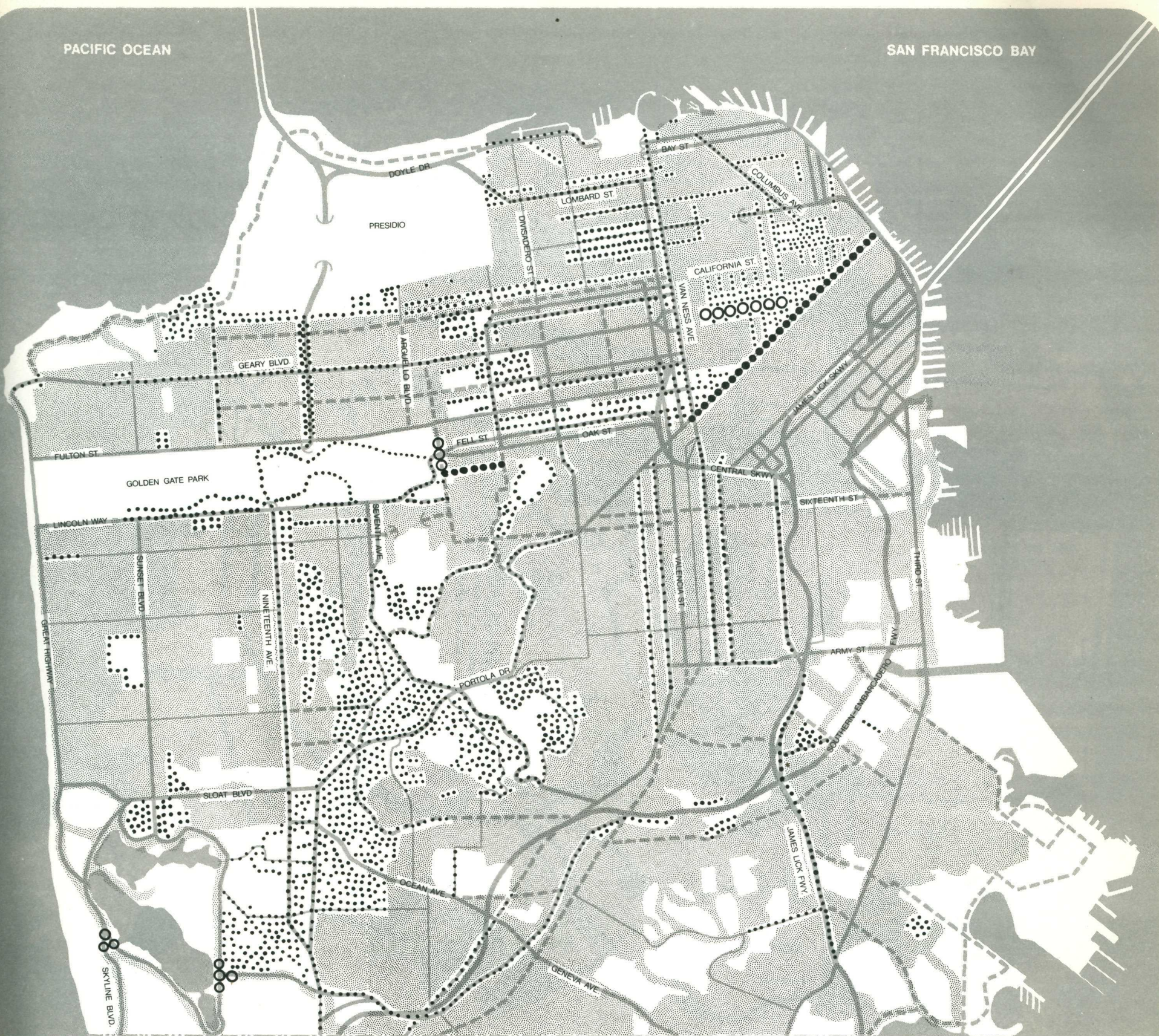


STREET DESIGN ALTERNATIVES: DESCRIPTIONS

1. GEARY/POINT LOBOS: Median and two continuous lanes west of shopping area street landscaping
2. GEARY: Local street narrowing would allow new parking patterns or mini-park
3. 25TH AVENUE: Street landscaping
4. IRVING: Street alignment modification for diagonal shopper parking, landscaping
5. 19TH AVENUE: Parkway development appears to be the only feasible long-range alternative
6. 6TH/7TH AVENUES: One-way couple limited to two lanes, street landscaping
7. LAKE STREET: Eliminate connection to Park-Presidio to discourage nonlocal traffic
8. CALIFORNIA: Narrow to allow street landscape/buffering
9. ANZA: Narrow street, improve landscaping, close at Masonic; close Parker at Geary
10. BALBOA: Narrowing to allow buffering/landscaping and diagonal shopper parking
11. TURK: West of Masonic: street landscaping, wide sidewalk south side
12. TURK: East of Masonic: some narrowing to three lanes continuous, landscaping/buffering
13. GOLDEN GATE: Some narrowing to two lanes continuous, maximize landscaping/buffering
14. OAK/FELL: Long-term solution required. Possible short-term solution: narrowing with tow-away parking lanes
15. PINE/BUSH: Narrow to two lanes west of Gough, one tow-away parking lane, maximize landscaping/buffering
16. GOUGH: Landscaping/buffering, narrow with wider sidewalk adjacent to tow-away parking lane
17. FRANKLIN: Landscaping/buffering, narrow with wider sidewalk adjacent to tow-away parking lane
18. BROADWAY: Landscape median and tunnel portal, opportunity for landscaping in parking lane
19. HAIGHT: Collector street, maximize landscaping using parts of parking lane
20. WALLER: Local street, maximize landscaping and traffic control devices, using parts of parking lane
21. STANYAN: Maximize landscaping/buffering, wider sidewalk east side at Park
22. FREDERICK: Maximize landscaping, possible alignment change at Arguello
23. MONTEREY: Landscaping/buffering, median, minimum 15 foot sidewalks
24. SAGAMORE: Local street, narrow, landscape, potential for linear park/open space
25. ALEMANY: Landscaped median, redesign of intersections with Brotherhood Way and San Jose
26. GENEVA: Landscaped median, diagonal parking and shopping area west of Naples
27. SILVER: Maximize landscaping using parts of parking lane
28. PAUL: Maximize landscaping, possible closing at Bayshore in future
29. MISSION: South of Geneva: narrow; north of Randall: one way; maximize landscaping of entire street
30. MANSELL/SALINAS/JAMESTOWN: Future parkway development maximize landscaping in median and sidewalks
31. PALOU: Local street, close at Selby, realign at Silver
32. QUINT: Potential for industrial traffic use, widen street, connect to Third Street
33. OAKDALE: Widen west of Quint, narrow east of Quint in residential/shopping area, maximize landscaping
34. THIRD: Landscaped median, continuous widened sidewalks in shopping area, parking prohibited in industrial areas
35. 20TH STREET: Two lanes eastbound, one lane westbound, close local street intersections on south side
36. POTRERO: Narrow, landscaped median
37. BRYANT: Widened sidewalks, maximize landscaping using parts of parking lanes
38. HARRISON: Maximize landscaping using parts of parking lanes
39. SOUTH VAN NESS/FOLSOM: One-way couple, maximum three lanes, widen sidewalks, maximize landscaping/buffering
40. GUERRERO/VALENCIA: One-way couple, limit traffic lanes, widen sidewalks, maximize landscaping/buffering
41. SAN JOSE: Extension of one-way Guerrero, limit traffic lanes, widen sidewalks, maximize landscape/buffering
42. ARMY: Limit off-peak traffic lanes, landscaped median, maximize landscape/buffering

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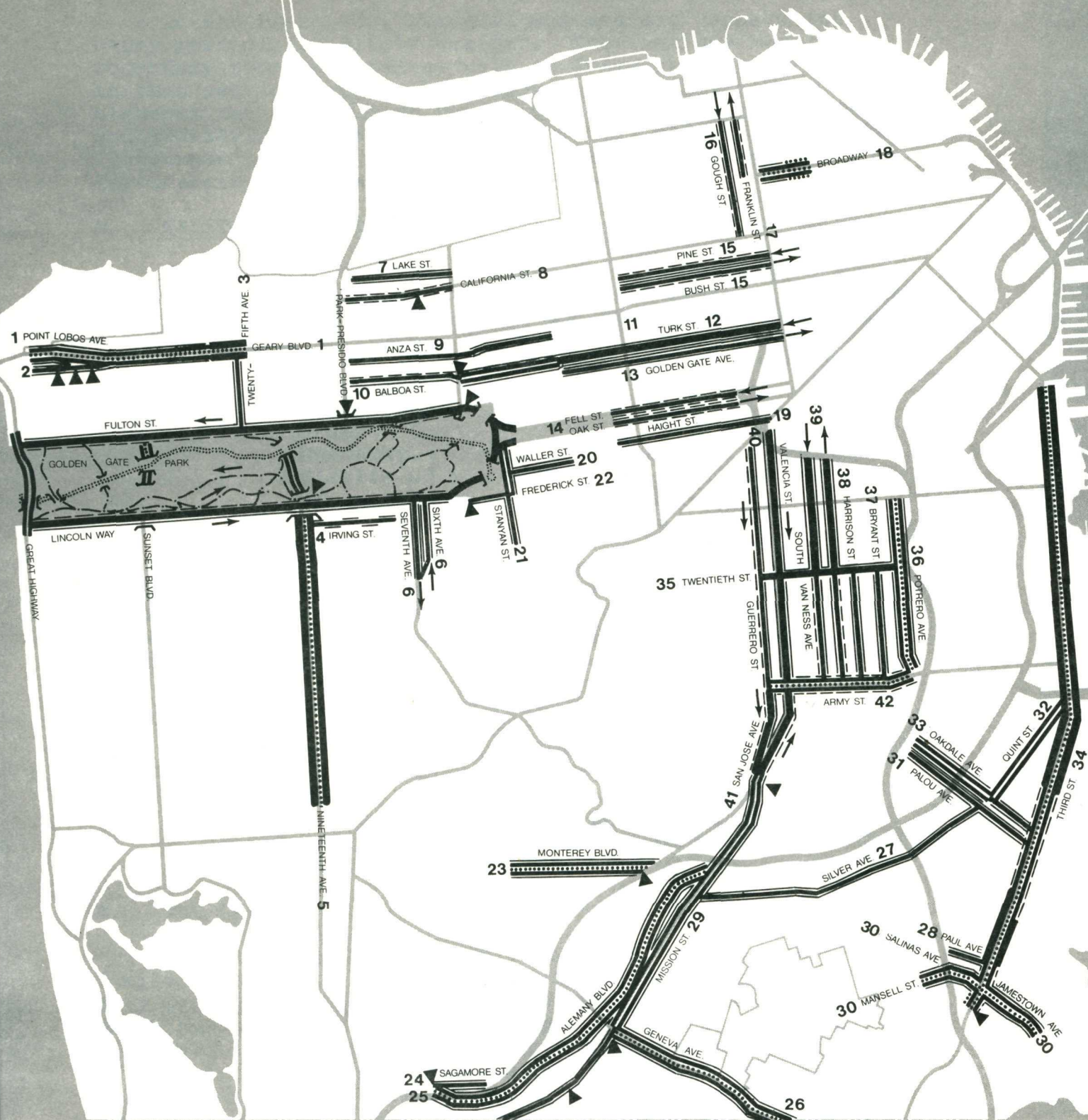
- INCANDESCENT
- OOOOOO FLUORESCENT
- LUCOLUX
- MERCURY VAPOR

EXISTING STREET LIGHTING



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- LANDSCAPED MEDIAN WITH LEFT TURN LANES
- TWO TRAFFIC LANES
- THREE TRAFFIC LANES
- PARKING LANE
- PARKING LANE (tow-away at peak hours)

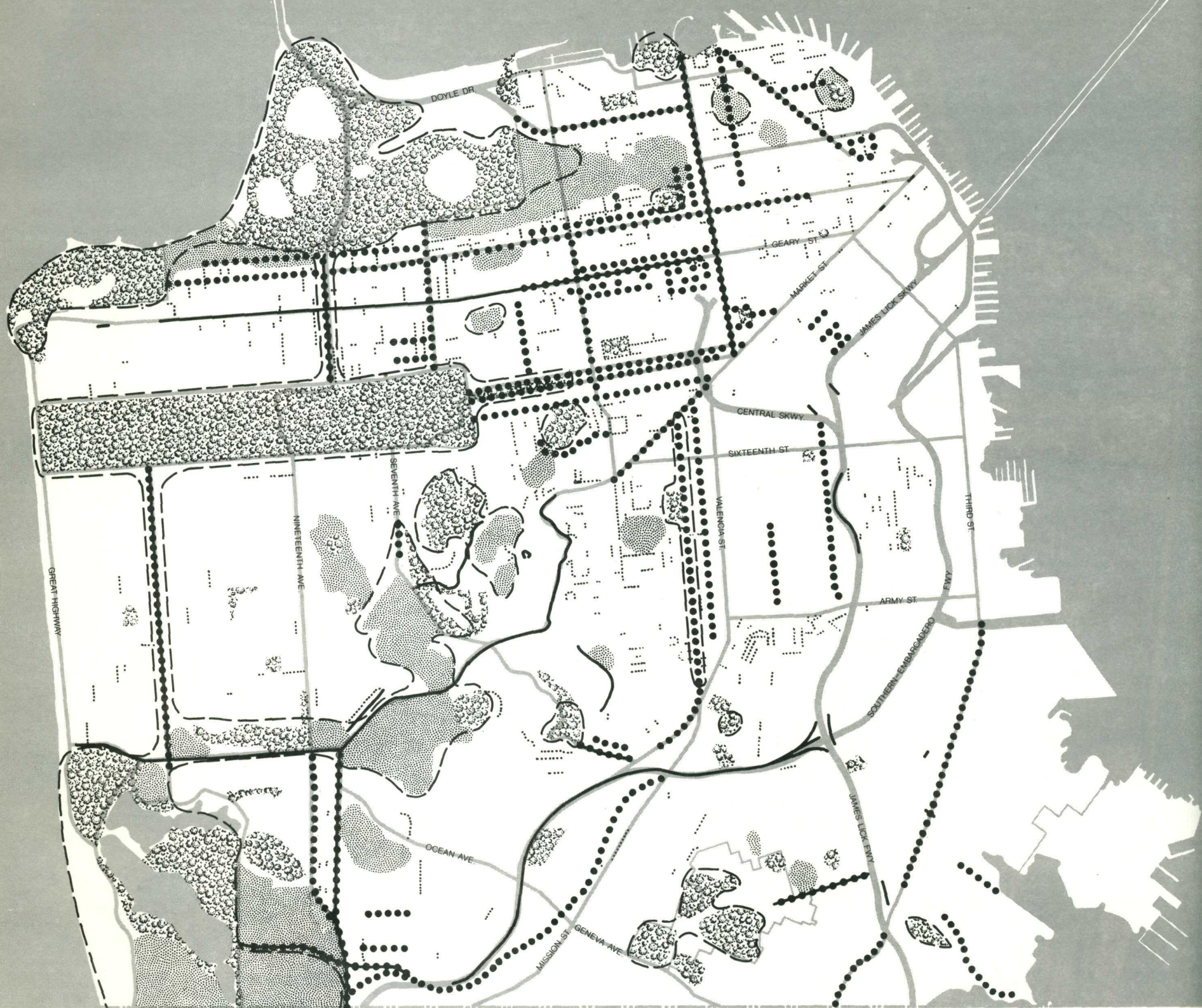
- ▲ POTENTIAL FOR DESIGN IMPROVEMENT
- ONE-WAY TRAFFIC
- GOLDEN GATE PARK CONCOURSE: NO AUTOMOBILES
- AUTOMOBILE ROADWAY



STREET DESIGN ALTERNATIVES

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PUBLICLY PLANTED AND MAINTAINED:



STREET TREES



STREET LANDSCAPING



LANDSCAPED AREAS

PRIVATELY PLANTED AND MAINTAINED:



STREET TREES



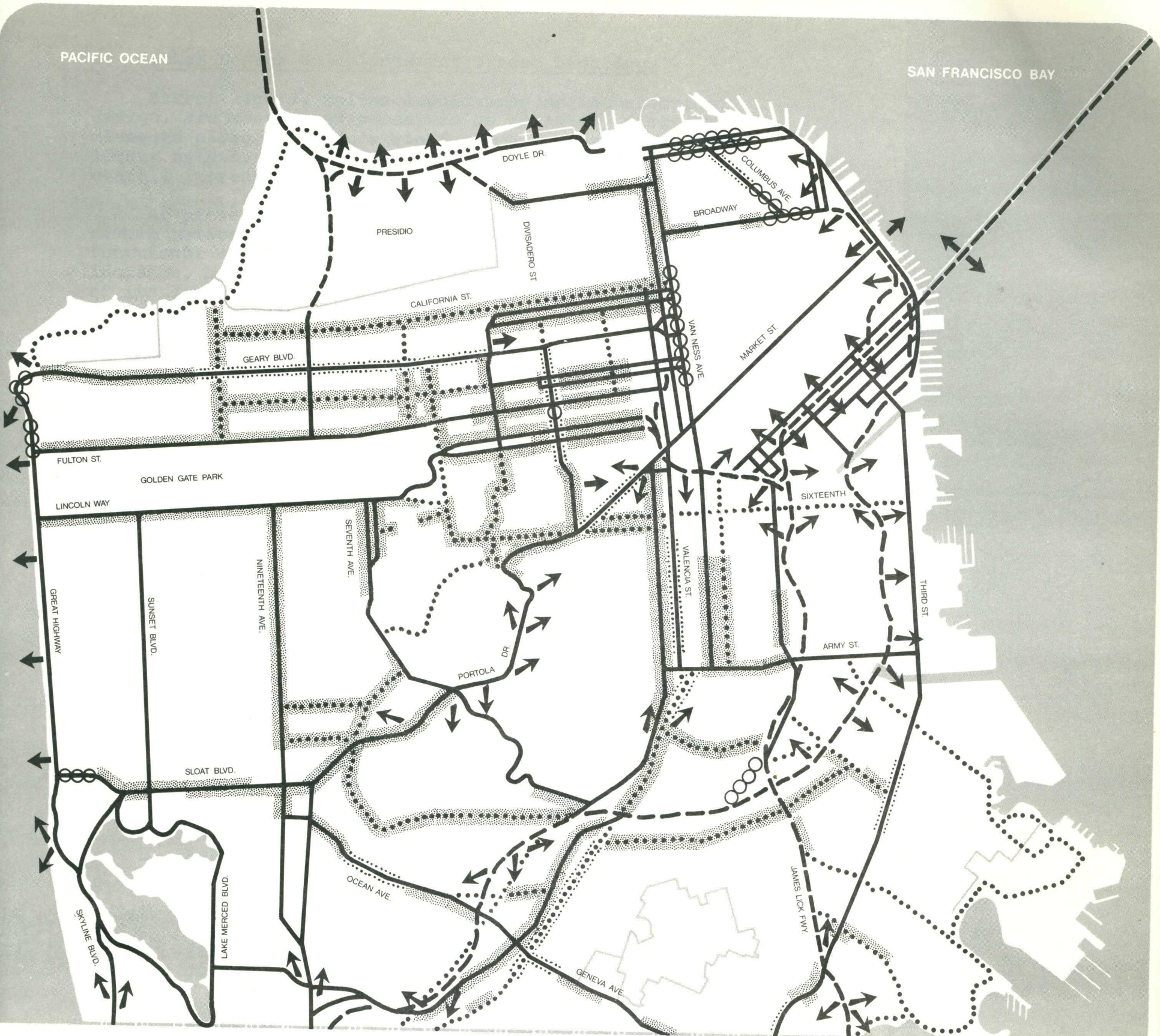
LANDSCAPED AREAS



HIGHLY VISIBLE LANDSCAPING

EXISTING STREET TREES AND LANDSCAPED AREAS





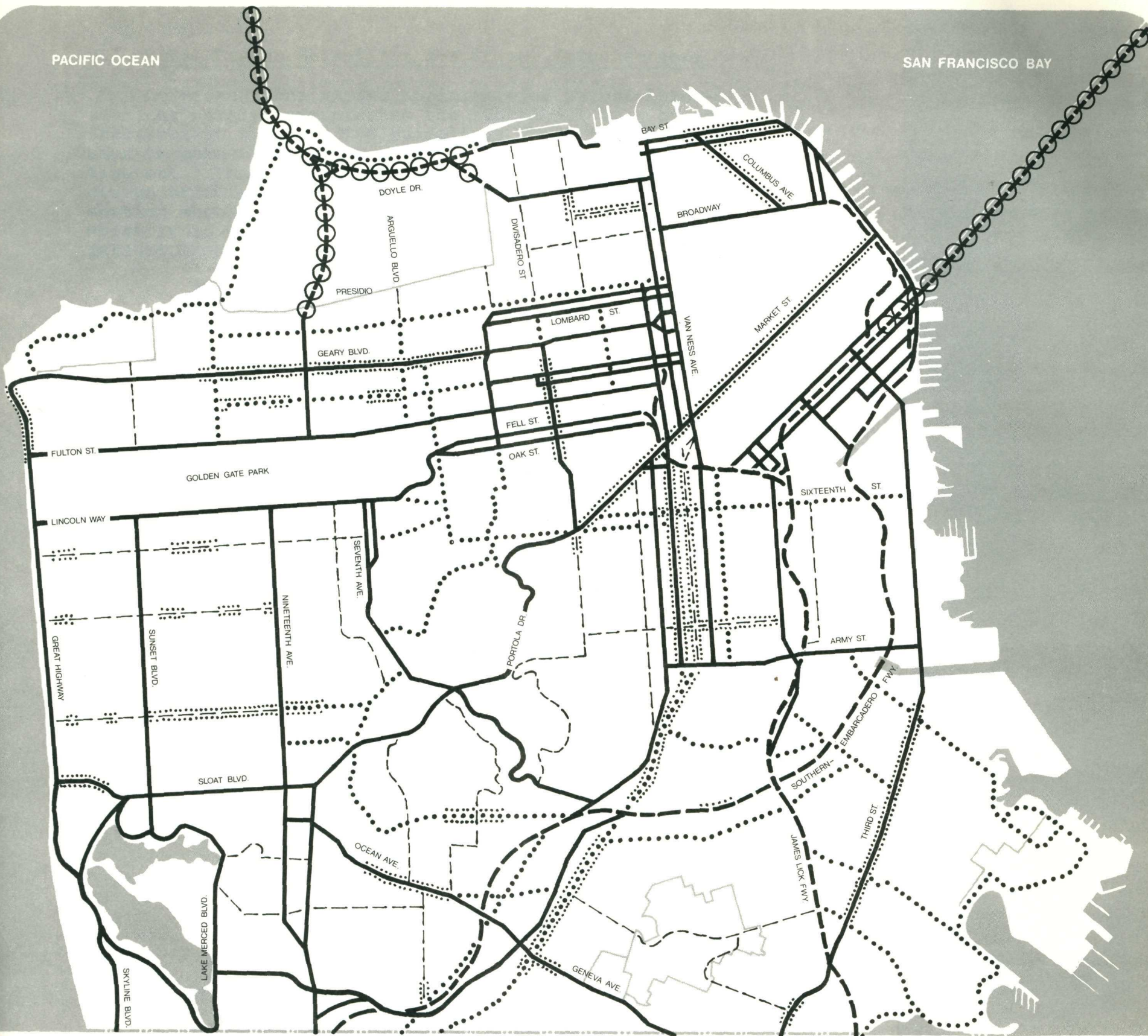
DASHED LINE: FREEWAY: LARGE SCALE, EASILY PERCEIVED PATTERNS, LIMITED SPECIES
 SOLID LINE: MAJOR THOROUGHFARE: FORMAL, LARGE SCALE, LIMITED SPECIES, ORDERLY PATTERNS
 DOTTED LINE: SECONDARY THOROUGHFARE: LESS FORMAL, MEDIUM SCALE, SOME SPECIES VARIETY, VARIATION IN PATTERN
 CIRCLE: COMMERCIAL-RECREATION USE } SPECIAL LANDSCAPING
 SHADDED AREA: COMMERCIAL USE
 SHADDED AREA: RESIDENTIAL USE, EMPHASIS ON BUFFER LANDSCAPING
 ARROW: IMPORTANT VIEWS, SHOULD NOT BE BLOCKED BY LANDSCAPING

URBAN DESIGN GUIDELINES FOR STREET LANDSCAPING



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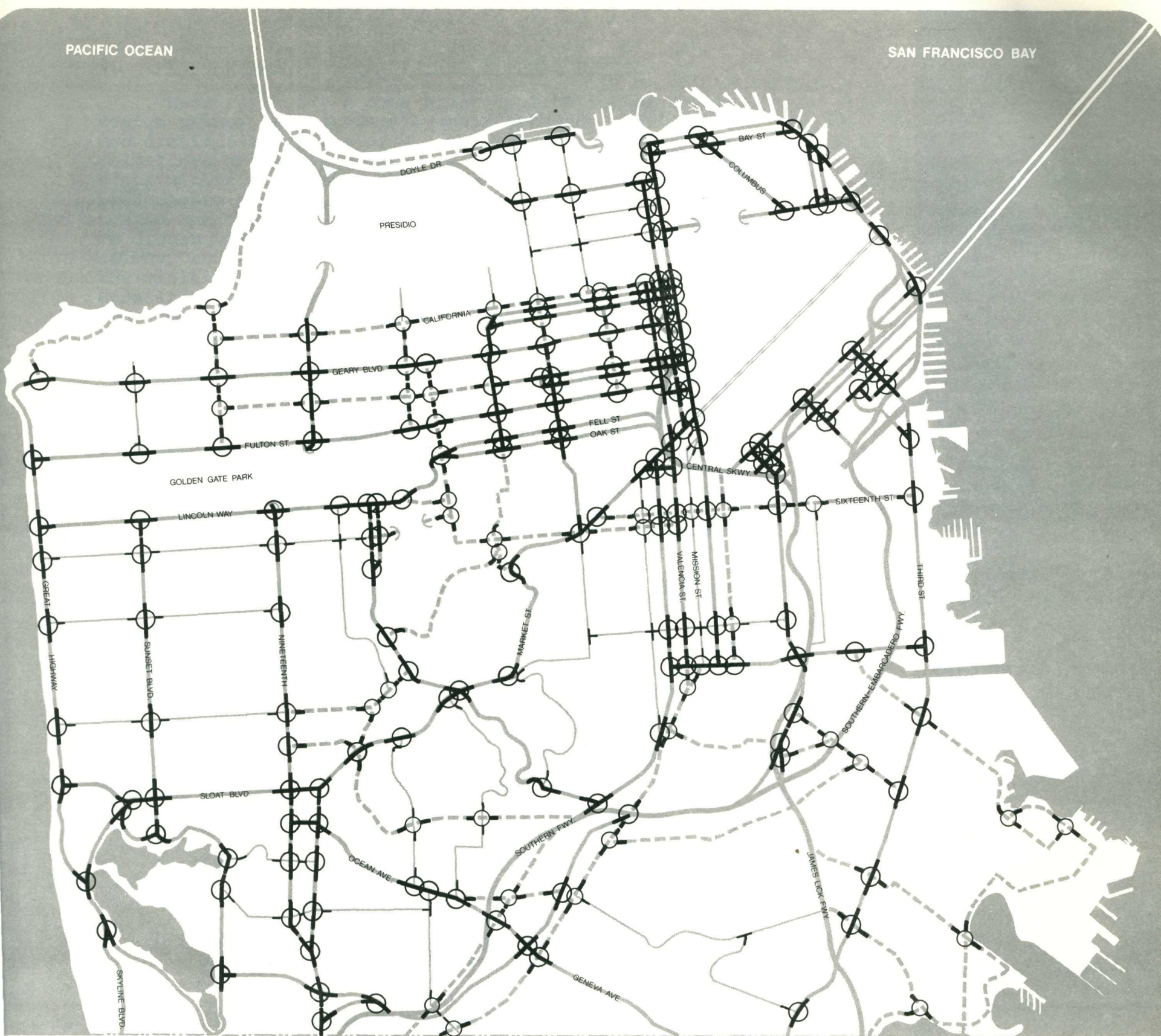
- SPECIAL BRIDGE APPROACH LIGHTING
- SPECIAL COMMERCIAL AREA LIGHTING
- FREEWAY LIGHTING - HIGHEST INTENSITY
- MAJOR THOROUGHFARE LIGHTING - HIGH INTENSITY
- SECONDARY THOROUGHFARE LIGHTING - MEDIUM INTENSITY
- MAJOR COLLECTOR STREET LIGHTING

URBAN DESIGN GUIDELINES FOR STREET LIGHTING



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MAJOR/MAJOR



MAJOR/SECONDARY



MAJOR/MAJOR COLLECTOR



SECONDARY/SECONDARY



SECONDARY/MAJOR COLLECTOR



MAJOR COLLECTOR/MAJOR COLLECTOR

THE VISUAL IMPORTANCE OF AN INTERSECTING STREET SHOULD RELATE DIRECTLY TO ITS FUNCTIONAL IMPORTANCE.

URBAN DESIGN GUIDELINES FOR STREET INTERSECTIONS



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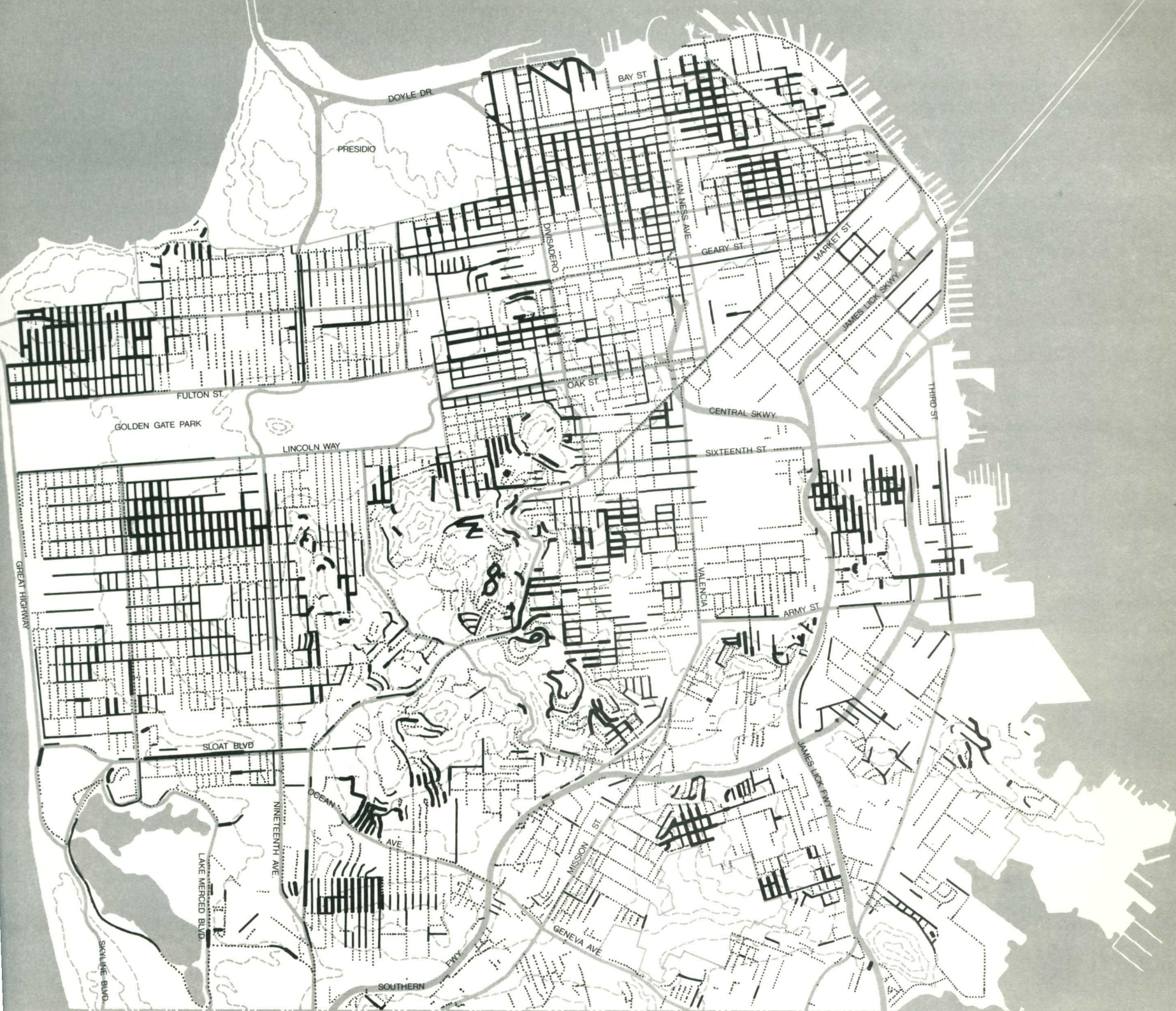
- | | | |
|-------|-----------------------------|--|
| | STREETCAR ROUTE | } IMPROVE ROUTE & DESTINATION INFORMATION |
| ----- | CABLE CAR ROUTE | |
| * | SUBWAY STATION | } IMPROVE TRANSIT STRIP
IDENTITY & ROUTE
INFORMATION |
| — | MAJOR SURFACE TRANSIT ROUTE | |
| O | MAJOR TRANSFER LOCATION | |

URBAN DESIGN GUIDELINES FOR TRANSIT ROUTES



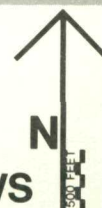
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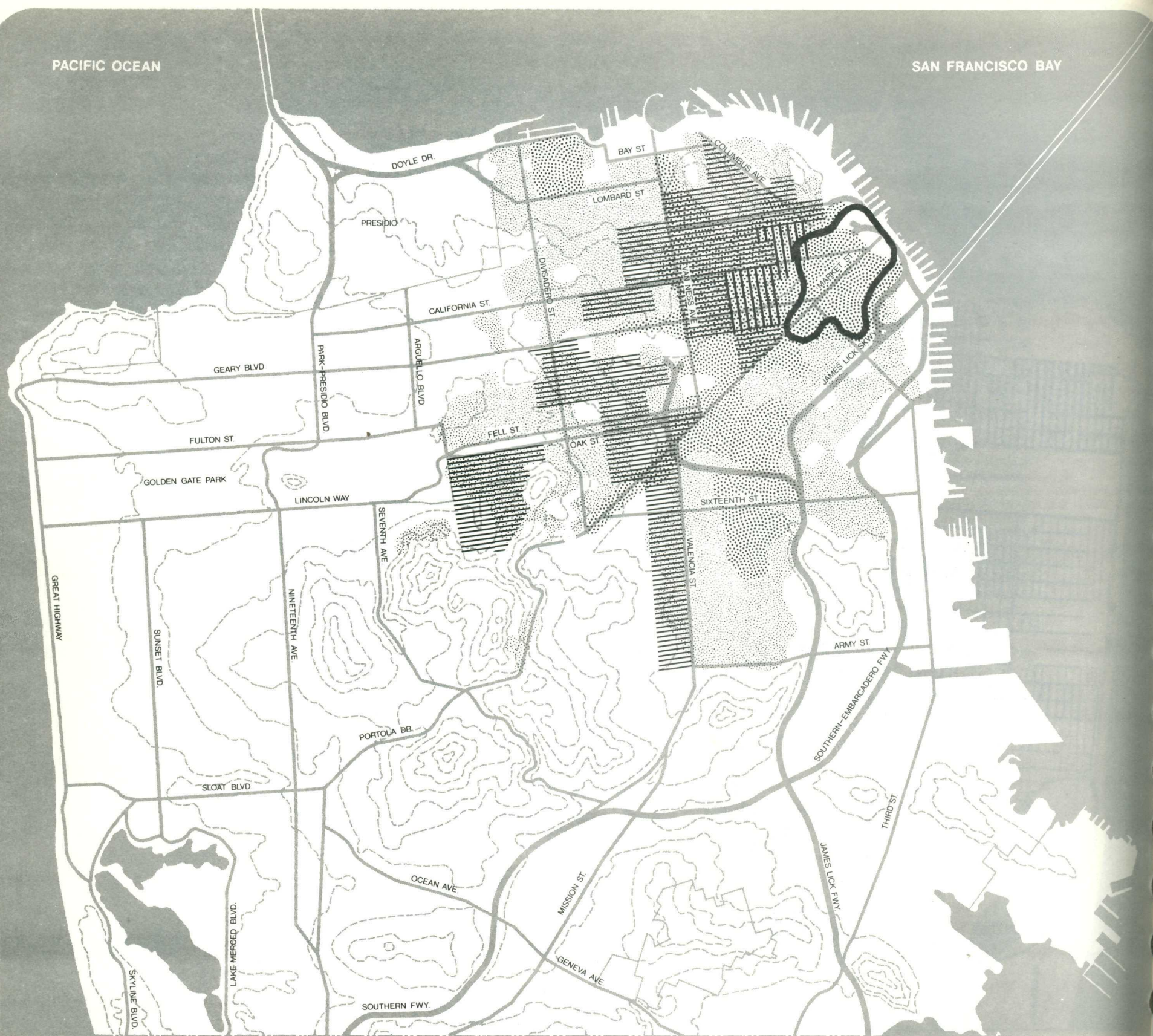
— EXCELLENT
- - - GOOD
... AVERAGE

QUALITY OF STREET VIEWS



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DENSITY



120-179.9 PERSONS PER GROSS ACRE

COVERAGE
(generalized)



60-119.9 PERSONS PER GROSS ACRE

76-100 PERCENT OF BLOCK COVERED WITH BUILDINGS

51-75 PERCENT OF BLOCK COVERED WITH BUILDINGS

AREA OF MAJOR SHADOW-PRODUCING BUILDINGS

WHERE STREETS ARE CRITICAL
SOURCES OF LIGHT, AIR, AND OPEN SPACE



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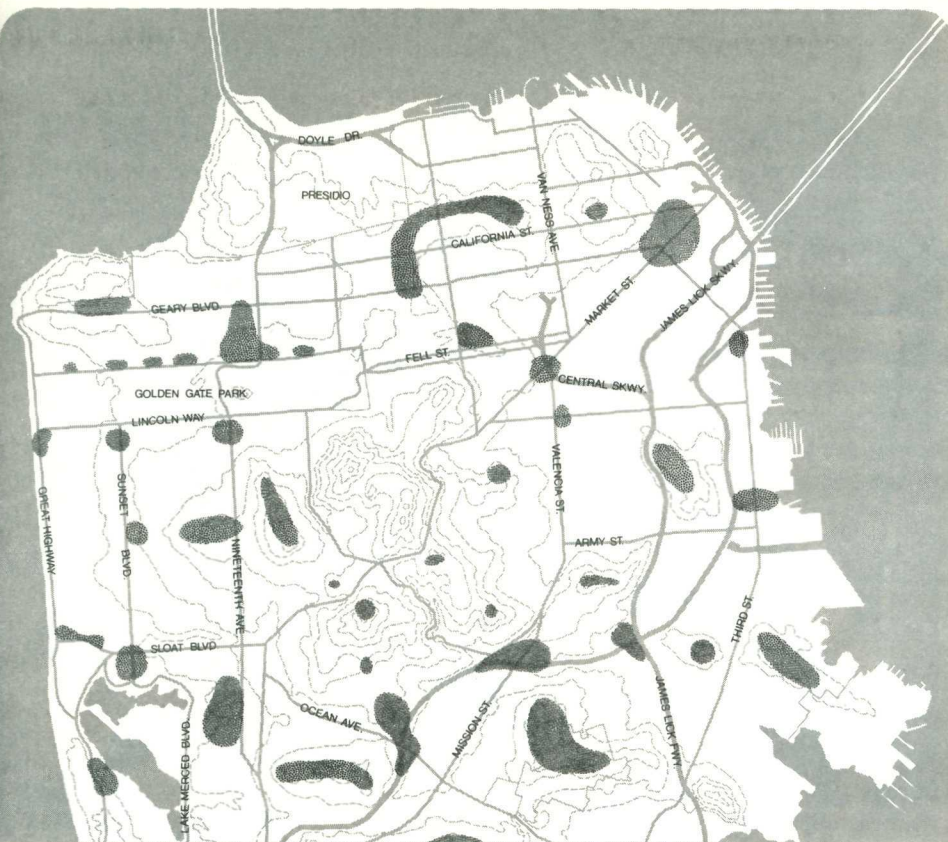
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- STREET VIEW OF IMPORTANT BUILDING
(landmark, proposed landmark, other historic or
culturally-significant building)
- STREETS THAT DEFINE CITY FORM
- STREETS THAT EXTEND THE EFFECT OF PUBLIC OPEN SPACE
- ROUTE OF FORTY-NINE MILE SCENIC DRIVE
- IMPORTANT STREET VIEW FOR ORIENTATION

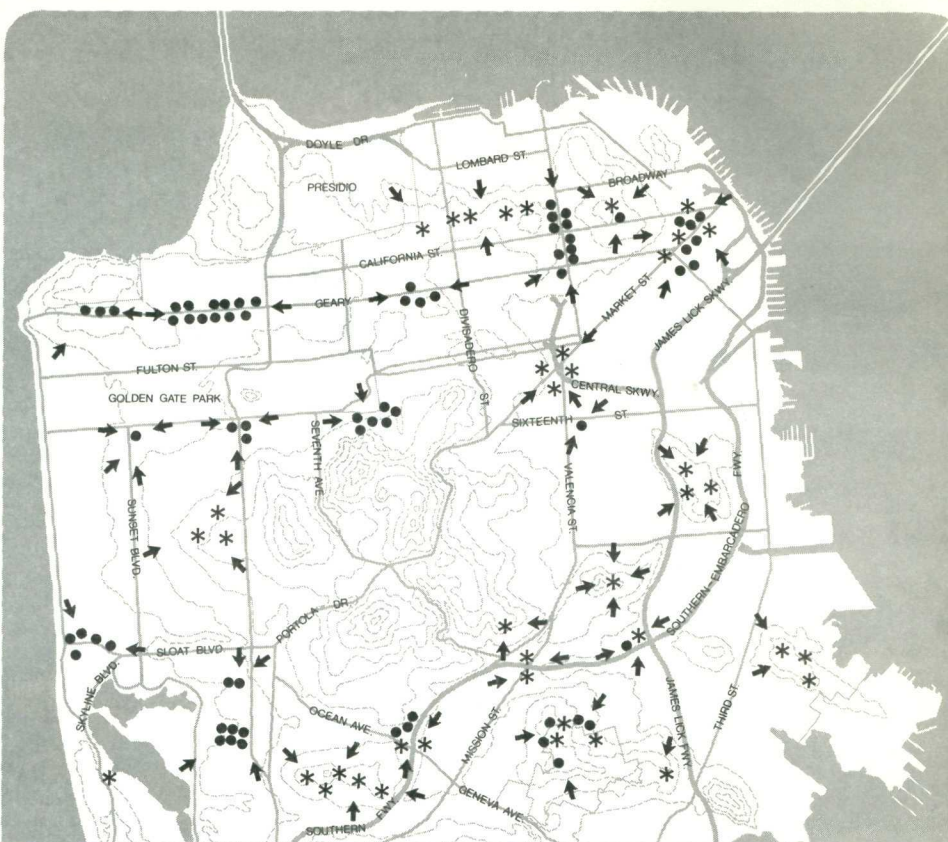
STREET AREAS IMPORTANT
TO URBAN DESIGN AND VIEWS





WHERE TALL BUILDINGS COULD ENHANCE VIEWS OF SKYLINE

A



WHERE VIEWS OF TALL BUILDINGS WOULD IMPROVE ORIENTATION FROM MAJOR STREETS

- * TO IMPROVE CLARITY OF THE ROUTE
- TO IMPROVE ORIENTATION TO MAJOR DESTINATIONS
- GENERAL DIRECTION OF IMPORTANCE

B



WHERE TALL BUILDINGS COULD ENHANCE SCULPTURAL FORM OF CITY

- ▨ GENERAL HEIGHT DEVELOPMENT
- ▤ SLENDER TOWERS IN GENERALLY LOW DEVELOPMENT
- * SINGLE HIGH ELEMENT APPROPRIATE

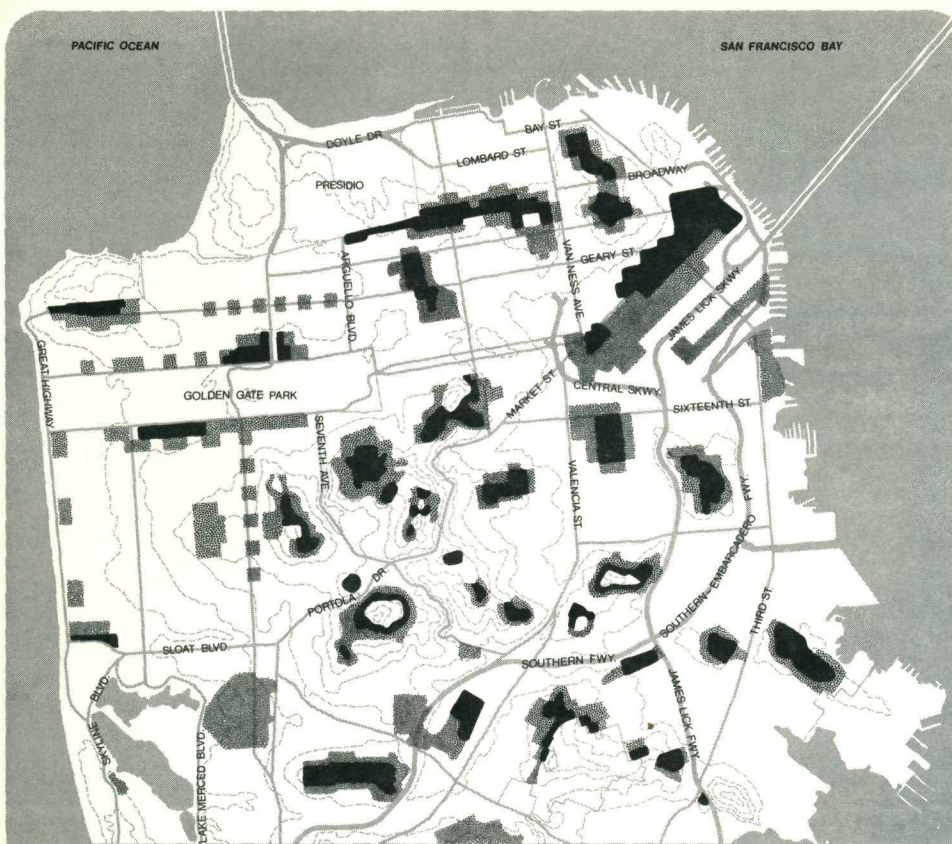
C



WHERE TALL BUILDINGS COULD HELP DEFINE COMMUNITY AREAS

- HIGH RISE: 13 TO 30 STORIES
- MEDIUM RISE: 5 TO 12 STORIES

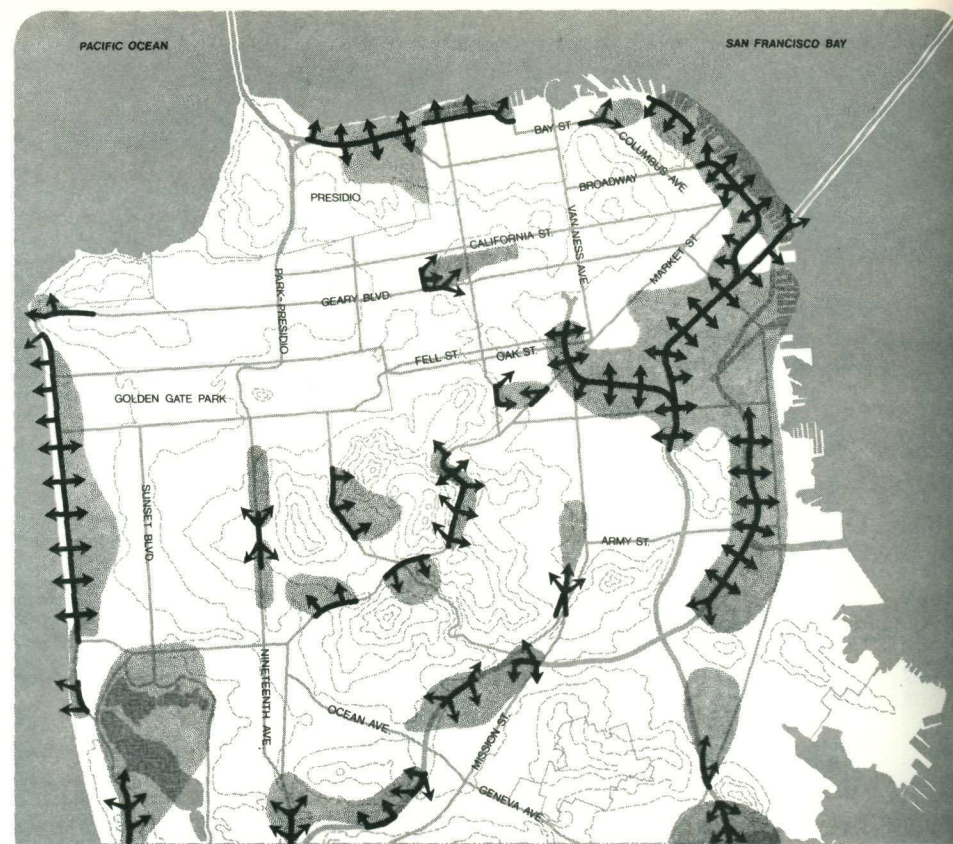
D



EFFECT OF TALL BUILDINGS ON VIEWS

- MINIMAL: Few views from nearby structures interrupted
- ▨ MODERATE: Some views from nearby structures interrupted

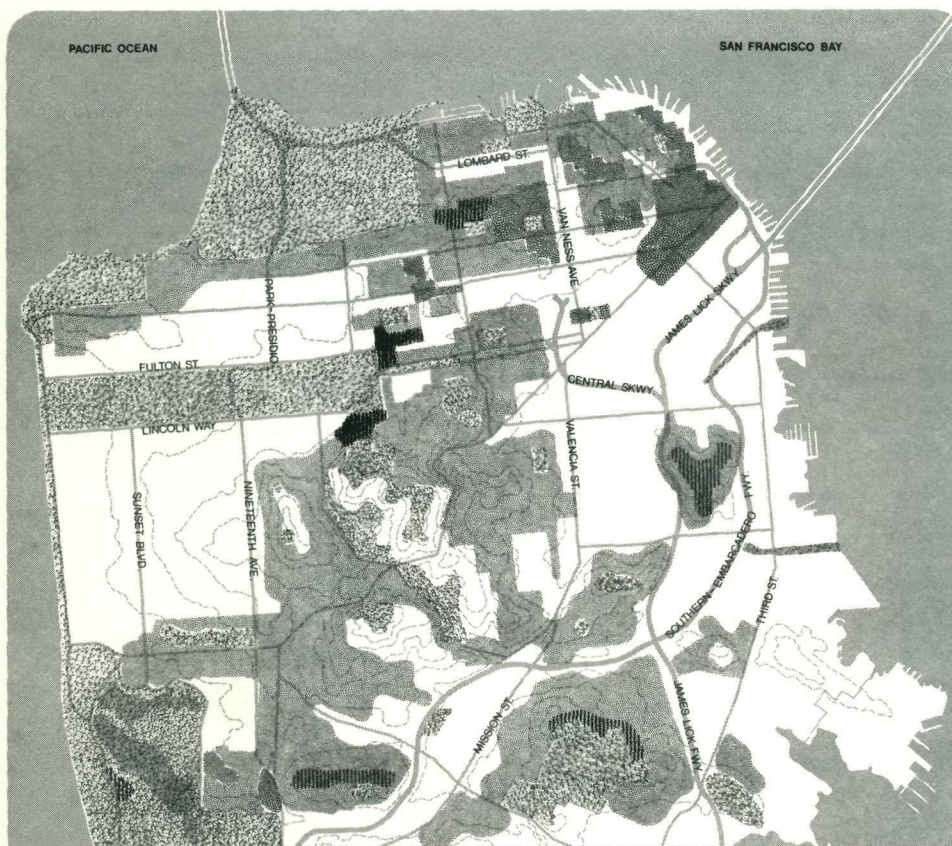
E



IMPORTANT LATERAL VIEWS FROM MAJOR STREETS

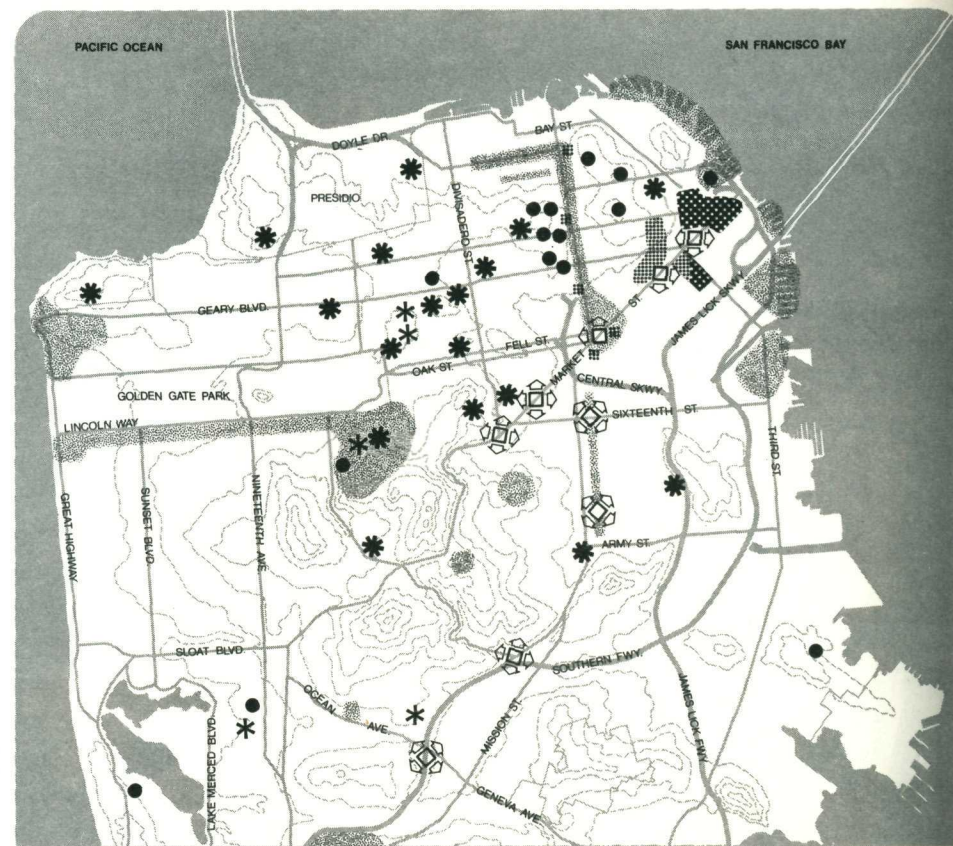
- ▨ HEIGHT LIMITS NECESSARY TO PRESERVE VIEWS
- ↔ GENERAL DIRECTION OF VIEWS

F



- AREAS OF HEIGHT, SCALE, AND BUILDING PATTERNS APPROPRIATE FOR PRESERVATION
- POTENTIAL FOR CHANGE
 - ▨ LOW, SMALL SCALE BUILDINGS REFLECTING TOPOGRAPHY
 - ▨ MEDIUM TO HIGH RISE, LARGE SCALE BUILDINGS IN GOOD RELATION TO TOPOGRAPHY
 - ▨ POTENTIAL FOR TALL BUILDINGS WITH PROPER RELATION TO TOPOGRAPHY & EXISTING BUILDINGS
 - ▨ TALL BUILDINGS INAPPROPRIATE

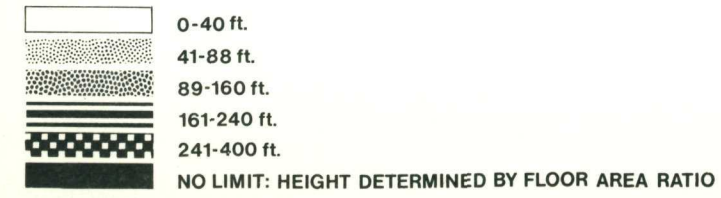
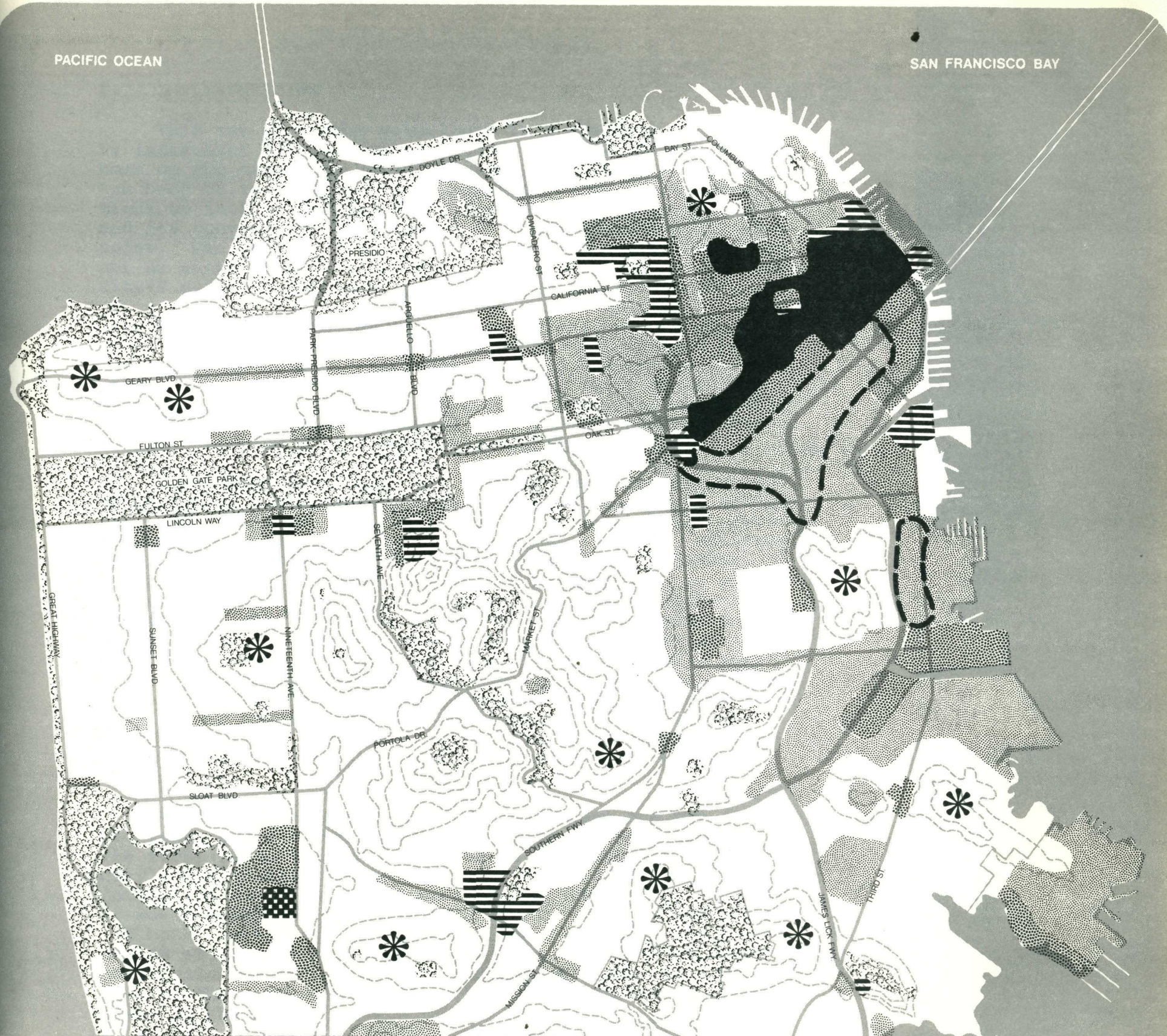
G



- EXISTING
- * HOSPITAL
 - * COLLEGE / UNIVERSITY
 - APARTMENTS
 - SUBWAY STATION
 - ▨ HOTEL
 - ▨ OFFICE / COMMERCIAL

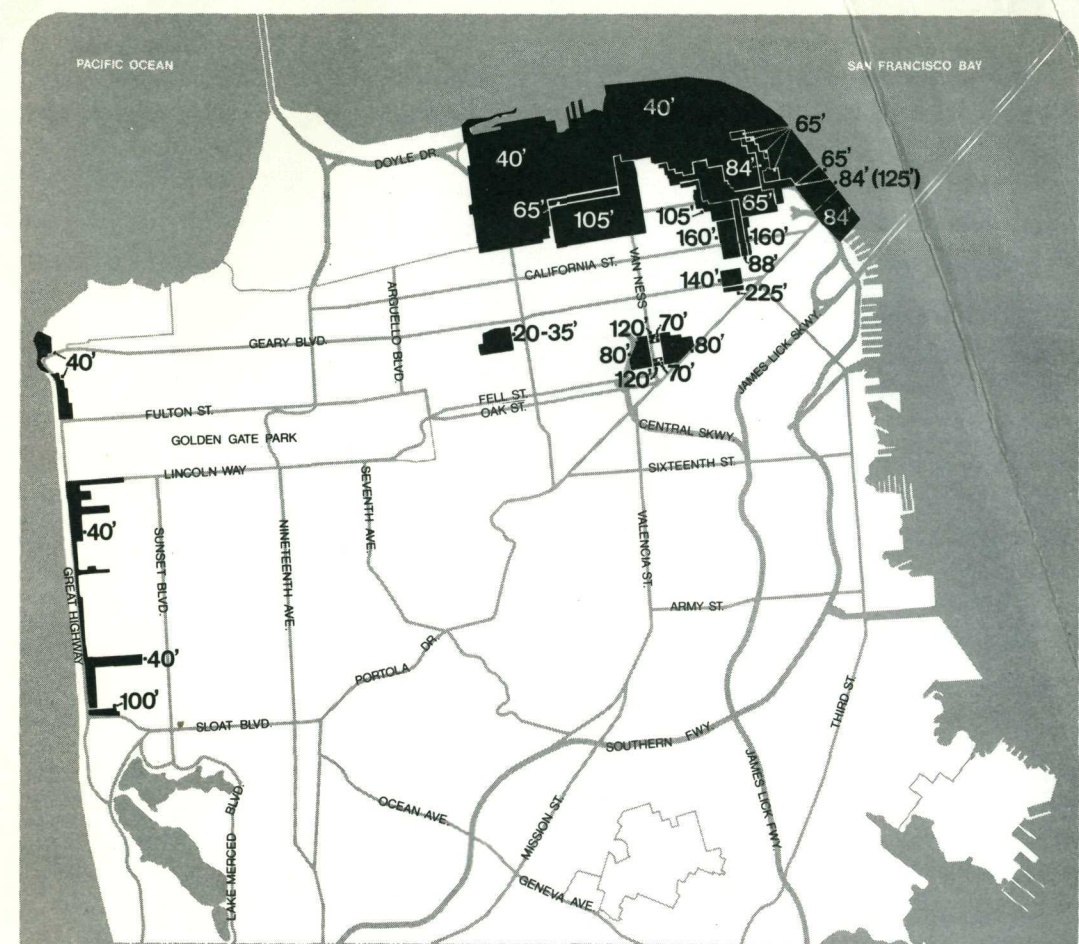
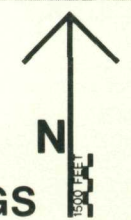
- DEVELOPMENT PRESSURE FOR TALL BUILDINGS
- ▨ POTENTIAL
 - ↔ DIRECTION OF EXPANSION PRESSURE

H



- OPEN SPACE: ANY DEVELOPMENT SUBJECT TO REVIEW
- MAXIMUM HEIGHT: ELEVATION OF FREEWAY
- POINT TOWERS IN VICINITY

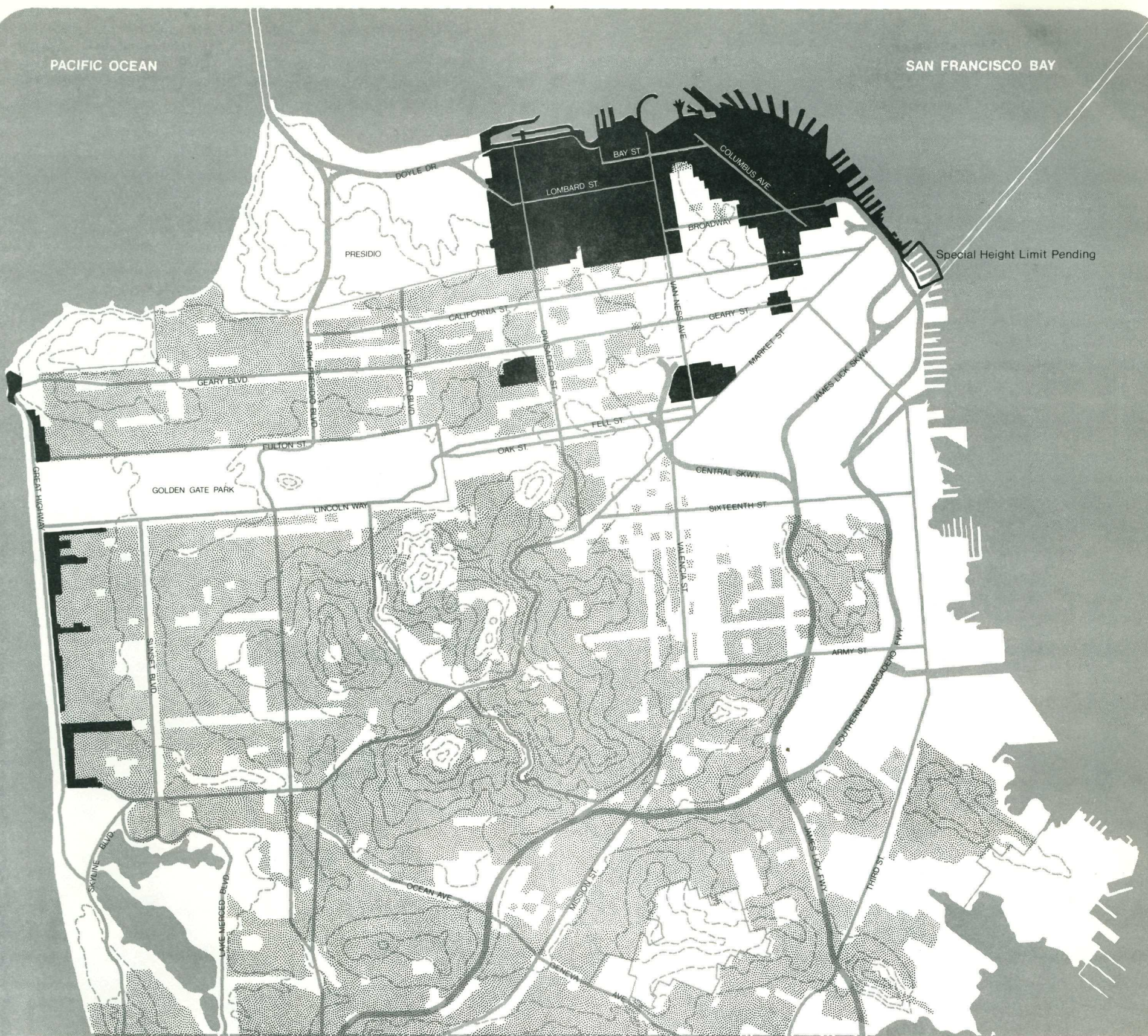
PROPOSED URBAN DESIGN GUIDELINES FOR THE HEIGHT OF BUILDINGS






EXISTING SPECIAL HEIGHT LIMIT DISTRICTS

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Special Height Limit Pending

-  SPECIAL HEIGHT LIMIT DISTRICT
35 FT. MAXIMUM FOR R-1-D AND R-1 DISTRICTS
-  40 FT. MAXIMUM FOR R-2, R-3 AND R-3.5 DISTRICTS
(permitted non-residential uses may exceed limits)
-  PRIVATE OWNERSHIP: HEIGHT GOVERNED BY FLOOR AREA RATIO
PUBLIC OWNERSHIP: NO CONTROLS EXCEPT ON CITY PROJECTS
(40 ft. maximum for dwellings on some lots in C-1 and C-2 districts)

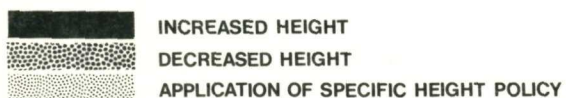
EXISTING HEIGHT CONTROLS

N

1500 FEET

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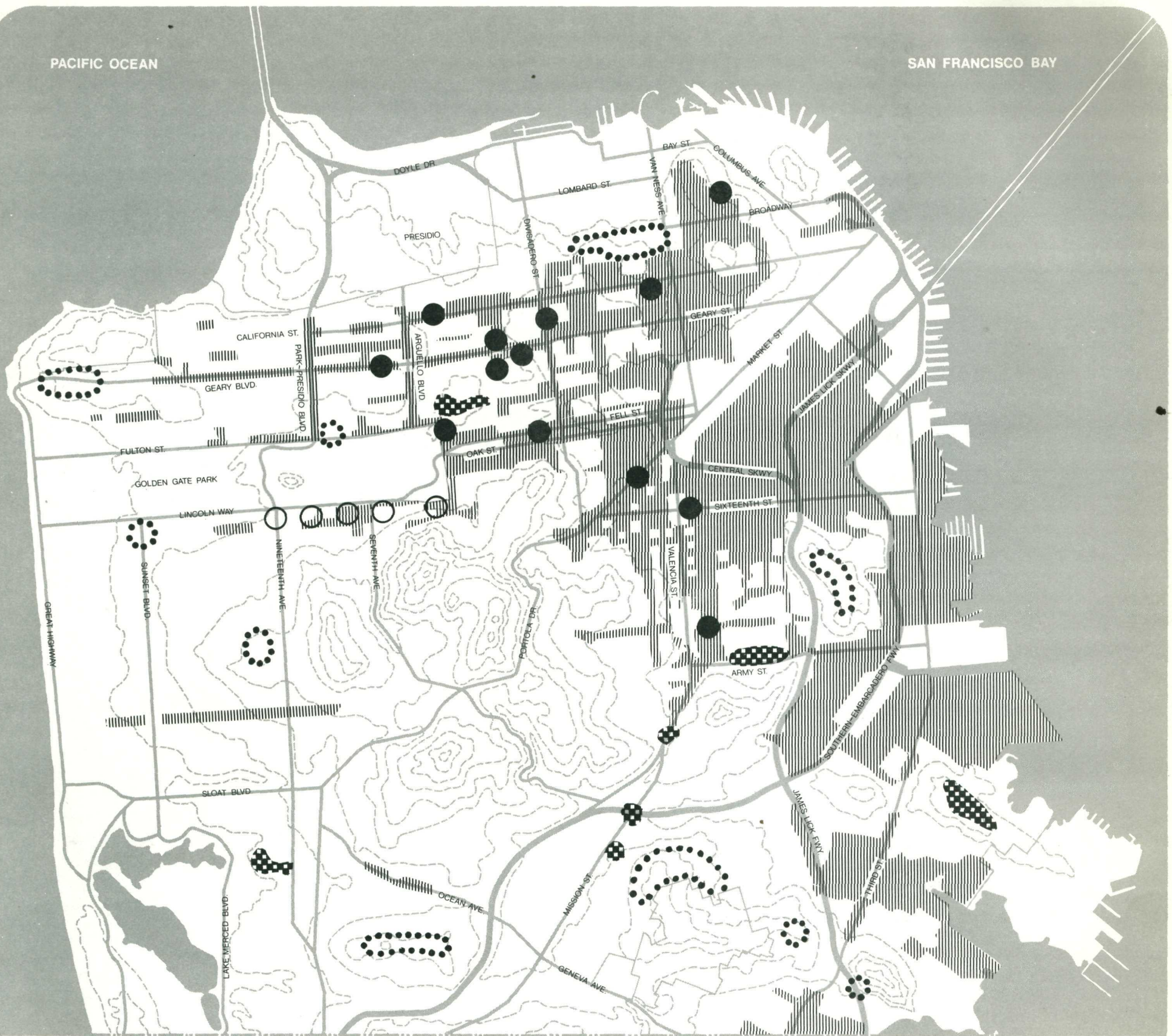


RELATION OF PROPOSED BUILDING HEIGHT GUIDELINES TO EXISTING HEIGHT LIMITS



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1
2
3



DEVELOPMENT PRESSURE FOR TALL BUILDINGS

HEIGHT PRESENTLY CONTROLLED ONLY BY FLOOR AREA RATIO

MORE HEIGHT APPROPRIATE THAN PRESENTLY ALLOWED



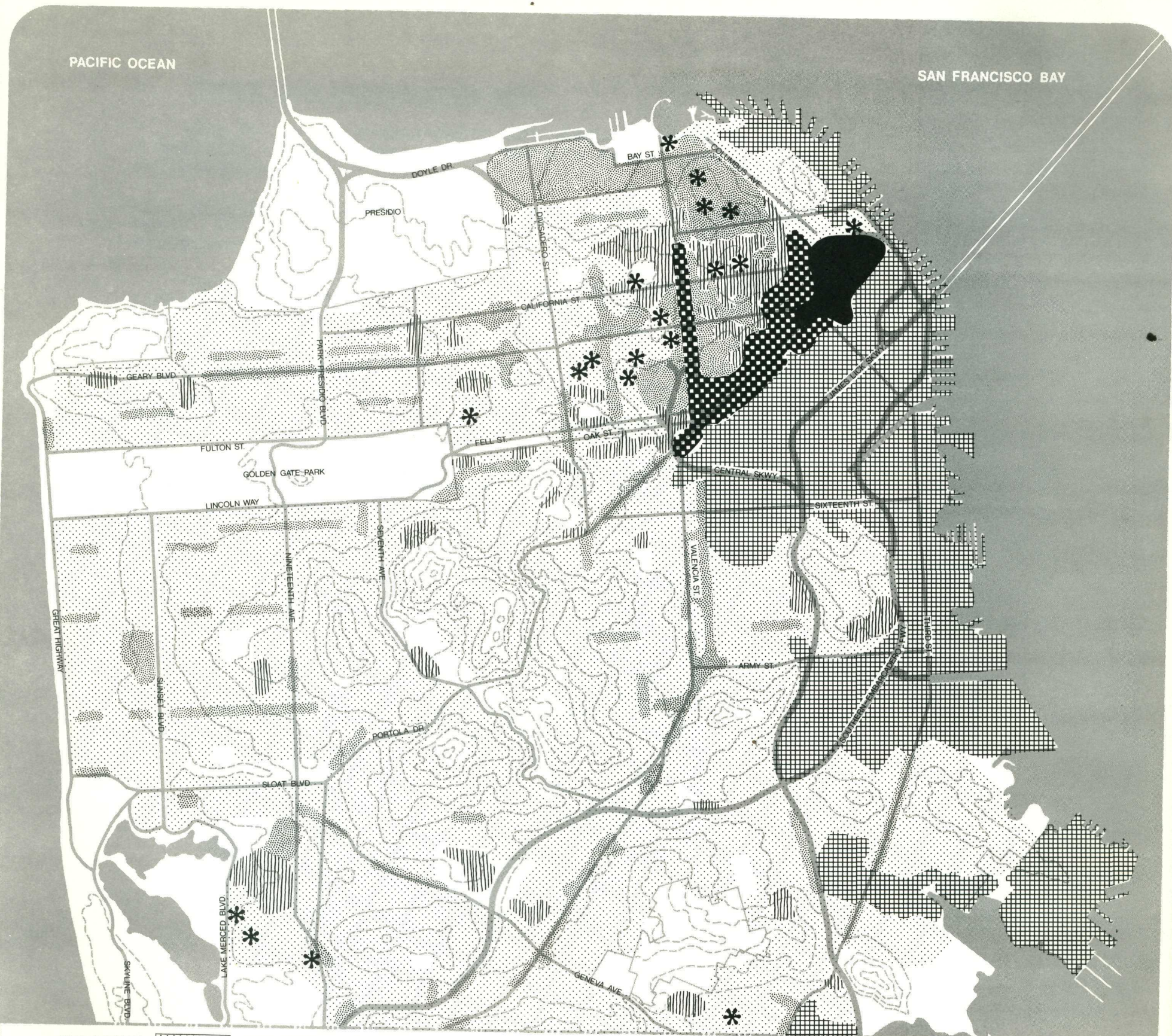
MORE HEIGHT MIGHT BE ALLOWED
AT AN APPROPRIATE FUTURE TIME

PRIORITIES FOR RE-EVALUATION OF EXISTING HEIGHT CONTROLS



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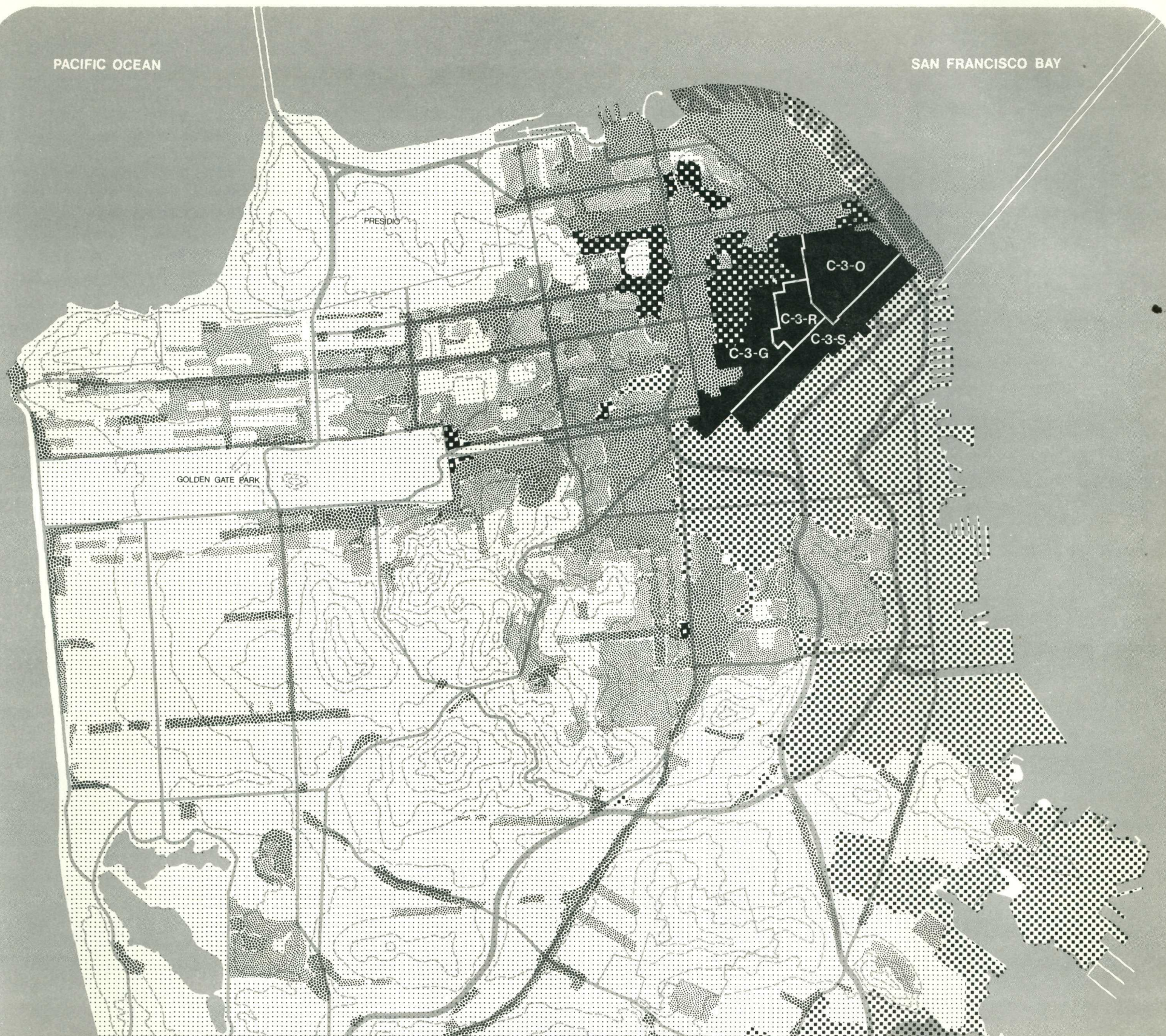
SMALL SCALE		LOW RISE (to 40 ft.)
SMALL-MEDIUM SCALE		LOW RISE (to 40 ft.)
MEDIUM SCALE		MEDIUM RISE (60-100 ft.)
		HIGH RISE (above 100 ft.)
LARGE SCALE		LOW RISE (to 40 ft.)
		MEDIUM RISE (80-100 ft.)
		HIGH RISE (above 160 ft.)

GENERALIZED EXISTING BUILDING SCALE



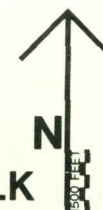
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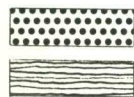
SCALE	TYPE OF LAND USE
SMALL:	ONE & TWO FAMILY RESIDENCE, NEIGHBORHOOD COMMERCE, & OPEN SPACE
MEDIUM:	LOW RISE RESIDENCE: TO 4 STORIES
	MEDIUM RISE RESIDENCE: 4 TO 12 STORIES, COMMUNITY COMMERCE
LARGE:	HIGH-RISE RESIDENCE: OVER 12 STORIES
	INDUSTRY & WAREHOUSE
	DOWNTOWN: OFFICE, RETAIL, GENERAL, SUPPORT

PROPOSED URBAN DESIGN
GUIDELINES FOR BUILDING BULK



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CONTROLLED ONLY BY FLOOR AREA RATIO

PUBLIC USE DISTRICT - NO CONTROLS EXCEPT ON CITY PROJECTS

AREAS WITH LEAST RESTRICTIVE BULK CONTROLS

